

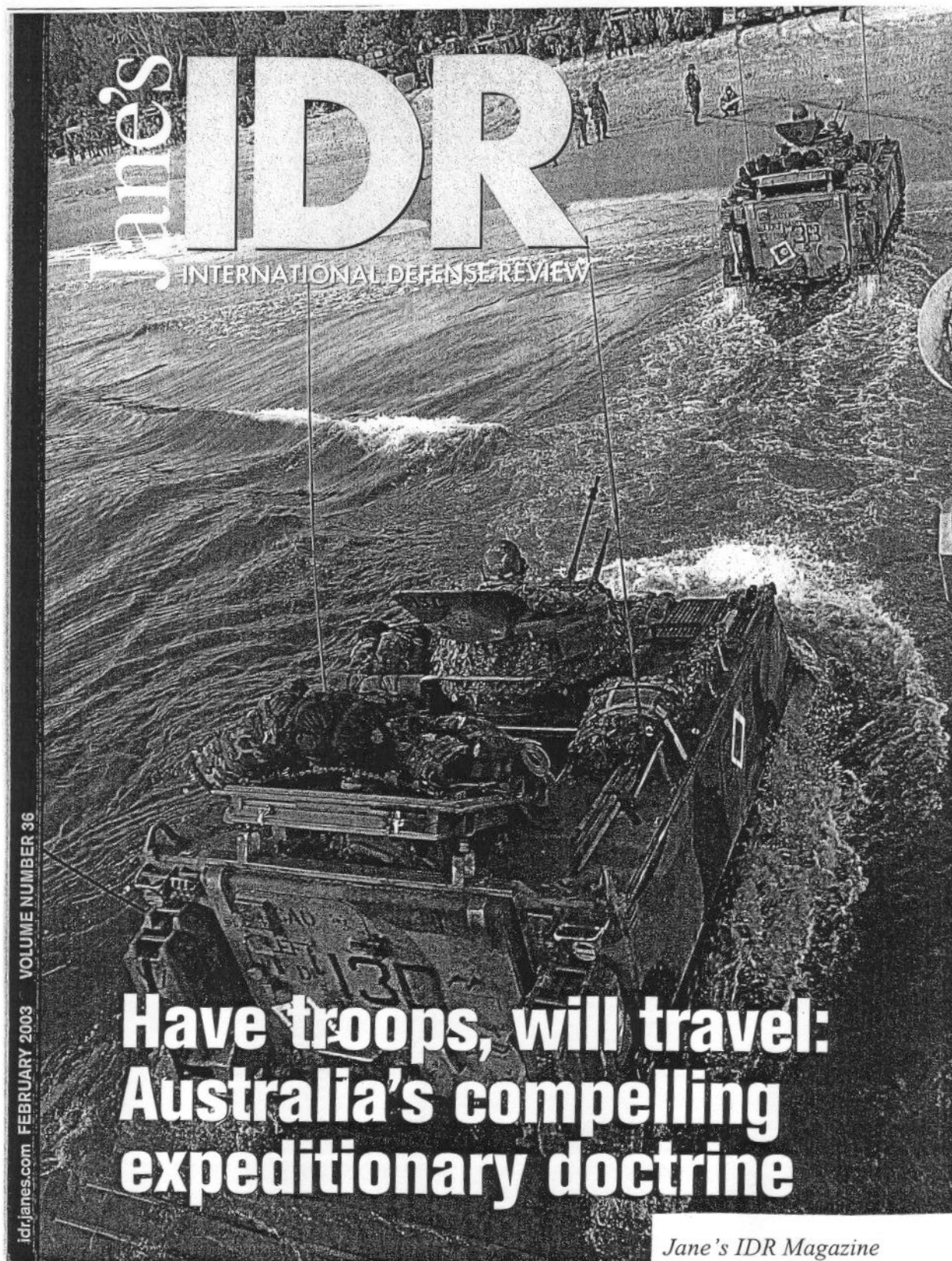


HQ AETC News Clips

Randolph AFB TX



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idr.janes.com FEBRUARY 2003 VOLUME NUMBER 36

**Have troops, will travel:
Australia's compelling
expeditionary doctrine**

Jane's IDR Magazine
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HQ AETC News Clips

Randolph AFB TX



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USAF receives first T-38C Talon with engine modifications

The arrival at Moody Air Force Base (AFB), in late 2002, of the first Northrop T-38C Talon jet trainer to be modified for the US Air Force (USAF) under the Propulsion Modernization Program (PMP) by Lear Siegler Services Inc was a further milestone in the life-extension program of the aircraft under the umbrella 'Pacer Classic' project. First flown in 1959, the T-38A entered USAF service in 1961.

The current work on the Talon's 2,680 lb st (3,850 lb st with reheat) J85-GE-5 turbojet engine began in April 2001, with the award of a US\$601 million contract to General Electric Aircraft Engines (GEAE) of Lynn, Massachusetts, to modify the T-38's J85s over 10 years. Part of the USAF's PMP supporting the Talon to 2040, the work is expected to be complete by Fiscal Year 2011 (FY11).

Under this contract, the USAF will receive 1,202 engine modification kits – two per aircraft. According to GEAE, estimated reductions in life-cycle costs from the upgrade kit, including significantly reduced maintenance hours, will exceed US\$500 million over the next 40 years. The PMP installation work, involving a larger air intake and improved structural components (provided by CPI Aerostructures of Edgewood, New York), plus a redesigned compressor for the engine itself (from GEAE), is being performed at Randolph AFB by Lear Siegler Services.

There is, however, more to T-38 modernization than just the PMP. Boeing Integrated Defense Systems (IDS – formerly McDonnell Douglas Aerospace) delivered the 100th T-38C improved under the T-38 Avionics Upgrade Program (AUP) on 21 October 2002, having received its initial contract on 31 July 1996. The AUP is to be applied to 509 USAF, NATO Joint Jet Pilot Training and NASA aircraft to the T-38C configuration by the end of FY05.

Boeing, with Israel Aircraft Industries' Lahav Division as major avionics integration subcontractor, is upgrading the T-38 at its Williams Gateway Airport facility – the former Williams AFB – at Mesa, Arizona at a rate of between seven and nine aircraft per month. The first production delivery of an AUP-configured T-38C Talon (68-8157) to the USAF was made on 3 December 2000. The first AETC aircraft arrived at the 479th Flying Training Group for instructor training in



■ The first T-38C Talon to undergo the PMP on arrival at Moody AFB. Note the slightly enlarged air intakes (inset).

Another element of 'Pacer Classic', the T-38 Wing Life Improvement Program began in 1997 with Northrop Grumman's Integrated Systems and Aerostructure

Sector of El Segundo, California, being awarded an initial US\$1.8 million contract to continue designing an improved wing in mid-1999.

This will use new design elements and newer, more fatigue-resistant aluminum alloys. The new wing has double the life of the current wing and is expected to enter production in 2005.

In the interim, a new batch of 55 replacement wings was ordered in late-1999 under a US\$31.2 million contract. The first wing was fitted to a T-38 in 2001 and continued at a rate of at least one per month.

Also under consideration is replacement of the T-38's original rocket-powered ejection seat, currently an unfunded priority in

the USAF's FY04 Program Objective Memorandum.

NASA, however, has opted to replace the existing seats (designed in the late 1950s for a fairly narrow size range) in its 31 T-38A/Ns – which it uses for astronaut training – with the UK's Martin Baker 16LN ejection seat (similar to those used in the Raytheon T-6A).

Bringing the PMP, AUP, further re-winging and new ejection seat initiatives on the T-38 together, the USAF will be able to provide realistic advanced training for future fast jet pilots out to 2040.

The T-38C completes the chain between the T-6A Texan II primary trainers and front-line aircraft.

MJ

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AETC Bases News Clips

Sheppard AFB, TX



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Defense budget to cut some weapons programs

Sheppard Air Force Base will still get \$28.5 million for new 300-room student dormitory

Tara Copp

Scripps Howard News Service

WASHINGTON — Although the budget is \$15 billion higher than last year, senior defense officials said the 2004 Defense budget accepts a "near-term risk" by cutting several weapons programs in order to more quickly transform itself in the next decade.

The cuts include terminating several weapons systems across the forces, including the Army's Bradley Fighting Vehicle upgrades, the early retirement of 26 ships and 259 aircraft in the Navy, the retirement of 114 Air Force fighters, 115 mobility and tanker craft and the continued consolidation of the B-1 bomber.

The budget does have \$28.5 million for a new 300-room student dormitory at Sheppard

Air Force Base.

The administration's budget also includes about \$50 million to continue pursuing the Joint Primary Aircraft Training System (JPATS), which is a joint Navy/Air Force program to replace the T-37s and T-34s they currently use to train pilots. The new system, which enters production mode with this funding, will provide the forces with one system — including simulators — to teach basic flying before the pilots advance.

The plans were revealed in the president's 2004 Department of Defense \$379 billion budget proposal last Monday. The budget aims to loosen up enough money to quickly move the military toward more unmanned aircraft and underwater vehicles, to move forward on a 21st century air craft

carrier, and to further pursue space-based radar and missile defense programs.

"The basic point of this air's budget is that we have accepted a near-term risk in order to prepare for the long term," said one of the Pentagon's economists, who briefed reporters at the Pentagon on the 2004 budget Friday, under the conditions that he not be named.

The major components of the 2004 increase include \$3.7 billion for across the board military pay raises, \$1.3 billion for increased privatized housing allowances, \$2.7 billion for new shipbuilding, \$1.5 billion each for special operations forces in the ongoing war on terrorism, the missile defense program and unmanned vehicles, and \$1 billion for the Joint Strike

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Sheppard AFB, TX



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Defense budget to cut some weapons programs, Con't
Sheppard AFB will still get \$28.5 million for new 300 room student dormitory, Con't.

Fighter.

The budget, which is \$15 billion more than the 2003 request, also includes \$9.4 billion in new construction money for bases nationwide. That's important as each facility starts to sweat the 2005 base realignment commission. The commission will be looking to consolidate or close about 25 percent of the nation's military infrastructure.

The Navy's early retirements include the 2004 retirement of two fast attack submarines, two Ticonderoga Class cruisers, five Spruance Class destroyers and four support ships, with more retirements in the coming years.

The Air Force retirements include the C-141 transport and older fighters, to make room for substantial increases in fund-

ing for the F-117A stealth fighter, the F-22/A-Raptor and C-5 Galaxy.

Steven Kosiak, a defense analyst with the Center for Strategic and Budgetary Assessments, a nonprofit, nonpartisan think tank in Washington, said he didn't think the administration had budgeted enough to pursue its modernization plans.

"Fully implementing the administration's defense plan would likely require spending substantially more on defense than proposed," Kosiak said. "Moreover, this plan may fall short of meeting U.S. security requirements if the kinds of challenges faced by the U.S. military change substantially over the coming years."

Congress will come up with its own Defense budget as well,

which likely will resemble the president's. Actual funding that each project receives will become clearer as the 108th Congress gets closer to passing its spending bills this fall.

U.S. Rep. Charles Stenholm, D-Abilene, said, "The president's proposal is always the starting point of the yearly budget season, and I intend to do everything possible to work with others in the Texas delegation, including our two senators, to carry this funding through to the end and hopefully even enhance the funding levels. At a time when we are depending so mightily on our military troops to protect our freedoms, nothing could be more important than providing them with the training, housing and support they need to do their jobs."



AETC Bases News Clips

Vance AFB OK



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Vance AFB commemorates black history

Staff reports

Vance Air Force Base will celebrate Black History Month with a number of activities in February.

The activities, sponsored by the African American Heritage Committee, will begin Wednesday with a pot-luck soul food luncheon for the base community at the chapel annex center.

Feb. 19 will be a luncheon in honor of Black History Month from 11:30 to 1 p.m. at the Vance Club. Col. Darren McDew, wing commander at Scott Air Force Base, Belleville, Ill., will be guest speaker.

A '70s party is planned for the Vance Club at 8 p.m. Feb. 21.

There will be door prizes for the male and female dressed in the best '70s style, said Staff Sgt. Delani Johnson, president of the Vance African American Heritage Committee.

"We want to celebrate our music because that is part of our heritage," she said. "We want everybody to come out and have a good time, relax and enjoy."

From 3 to 5 p.m. Feb. 22, a gospel fest will be held at the auditorium. Choirs from local churches have been invited to participate in the event, which features a message from the Eldrin Morrison and a time afterwards at the annex.

Johnson said the '70s party and the gospel fest will be open to the public.

"We are coordinating with base security because there will be so many people coming onto the base," said Johnson.

The African American Heritage Committee sponsors events throughout the year, including a luncheon last month in honor of Dr. Martin Luther King's birthday. February, however, is the committee's most active month.

"We are going to have a busy month," said Johnson. "Col. (A.J.) Stewart (commander of the 71st Flying Training Wing) is very supportive of our committee. He wants us to do as much as we can to celebrate our heritage. He wants the base community included in as many functions as possible."

The goal of the committee Johnson said, is to "Look back and share our heritage. It is all of our heritage, in a way, because everyone was affected by the Civil Rights movement, not just African Americans."



AETC Bases News Clips

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Vance spouses club preparing valentines for hospitalized vets

By Robert Barron
Staff Writer

They are heroes. Men and women who served their country in the armed services. Now they have become old, some are hospitalized, some forgotten.

Shari Guest, president of the Officers Spouses Club at Vance Air Force Base, wants to do something for those vets. In connection with the Veterans Affairs national salute to hospitalized veterans, Sunday through Feb. 16, Guest wants to send hundreds of valentines to the veteran's hospital in Oklahoma City.

The OSC is sponsoring the effort to gather the valentines and take them to the hospital.

"I hope the community can open their hearts to the veterans and show them love by donating valentines," she said.

The OSC invites the community to become involved in the salute and asks Enid residents to supply valentines for the veterans.

Students at Eisenhower Elementary School have accepted the challenge of making or purchasing valentines, she said.

Many of the squadrons on the base are participating, and OSC made valentines.

Drop boxes are located at several locations in Enid, including Simply Country, 212 W.

Randolph; The Gift Box in Sunset Plaza; Greetings 'N Gifts, 2220 W. Willow in Heritage Hills Shopping Center; Oakwood Christian Church, 401 N. Oakwood; and the Vance Club.

The valentines will be collected Tuesday, and members of the OSC will personally take them to the veteran's hospital and distribute them Wednesday.

"We will personally give out as many as possible to the veterans. It's a way to honor them and tell them there are people in Enid who honor their service and they aren't forgotten," she said.

There are 188 veterans in the hospital, and Guest would like to see 1,880 valentines.

She asks participants to put a letter of appreciation to the veterans, along with their names and hometowns, but not addresses or phone numbers.

OSC members will bring donations to the hospital along with the valentines, she said.

"It's a chance to show them love and that we have a heart for the veterans. Especially with everything going on in our country, we don't want the military members to be forgotten and to know that we care about their service to the nation," she said.

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Dogs delight in groveling

Every two years or so a big flap about closing Vance makes the news. How many years has this hysteria come up? It is a good bet Vance would not be closed even if the people of Enid petitioned for it. The time of its existence and inland location are in its favor. Has it ever occurred to you the dogs in D.C. delight in watching you grovel? It makes them feel important. It also is an opportunity for our nit-witted city council and the Enid rag to try to raise taxes.

Howard Sayers
Enid

Upgrading schools is vital

Why not improve Enid streets and infrastructure? Why not improve our education facilities and system? Why not approve funds to support Vance Air Force Base? It seems to me that all these areas are vital to the growth and future of Enid, Garfield county and the surrounding area. As the old saying goes, "When the going gets tough, the tough get going." Granted, things are not as we would like them to be, but it doesn't mean we stop doing what needs to be done or we go backwards. There is too much at stake for us not to take this opportunity and vote 'Yes', Feb. 12. Finding fault is easy but this proposal is a good way of finding a solution for our city, our school system and Vance. Much time and effort has been given by many in proposing a sound and workable solution for a comprehensive long range plan that will greatly benefit our community. Upgrading our school facilities and needs are vital to provide good education for children. Vance Air Force Base is at risk and cannot be taken for granted that nothing can happen. This loss would be a severe economic blow, not only to Enid, but all of Garfield County and the immediate surrounding area. It would have an effect, directly or indirectly, on everyone in this area and the loss of some \$200,000,000 a year impact that could not be replaced, not to mention all great military people that pass way - second to none! I urge vote 'Yes' on Feb. 12, for our school system and Vance Force Base.

Kenneth Slack
Enid



AETC Bases News Clips

LUKE AFB, AZ



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View should censor letters

To the editor:

Mr. Kruger, what Luke AFB are you talking about? ["Luke trains our future enemies," Jan. 29 letter to the editor.] You must have flown when the Wright Brothers were flying.

As a retired instructor who trained maintainers at Luke, I can assure the public that your quote of 50-70 percent of pilots at Luke are foreign is way off. Luke has only two squadrons of F-16 aircraft that are training foreign pilots. Out of eight active and

(See Letters on page A7)

(From page A6)

one reserve unit that certainly does not add up to 50-70 percent. Try 22 percent, as they are aircraft provided by two Asian countries that are helping us keep the peace in the Asian theater.

It is a credit to our country to have these pilots here to help our world if things go sour in North Korea. You forget that the noise those planes make, which is minimal today, is the sound of freedom, the freedom for you to have your twisted views that are so far off base published in this paper.

It is hard for this veteran to believe that a combat veteran pilot would have such views. Luke is not only good for our local economy, but it provides for the training our pilots are going to need in the next few months in the Middle East as we liberate the oppressed people of Iraq and help make our world a safer place for my children and all children to hopefully grow old and never see a September 11 tragedy happen again.

I think the people of the West Valley need to speak up and tell the truth. Shame on you for passing bad information to the residents of the West Valley! It is too bad the *West Valley View* continues their liberal anti-American and anti-Luke stance and articles.

If it were not for those who serve in our armed forces and bust their hump at Luke every day who give you the freedom to express your views.

It would just be nice if for once when a letter so full of false propaganda came to the editor, he could at least investigate the claim and put an editor's note to inform the public of the facts. I hope all who support our armed forces and read the view let those who advertise in the *View* they want them to really rethink advertising in the *View* until they start supporting our troops and report the truth.

Thank you for your time and giving this veteran a chance to clear the air with the truth. God bless our volunteer armed forces for giving us the freedom to express our views and for their sacrifices to ensure future peace and hopefully prevent another September 11 from ever happening again and

allowing others in our world to hopefully enjoy the freedom we Americans enjoy.

Trust me I have been all over this world and America is the greatest place to live, bar none.

**Brent Heiss
Avondale**

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Defending America's future defenders

By: Jeff Mullin, Senior Writer

February 08, 2003

Vance's 71st Security Forces Squadron on guard.

Every year Vance Air Force Base trains hundreds of young men and women to be military pilots, defenders of our nation's interests and guardians of our freedom.

But while they are in training, who guards the future guardians?

That task falls to the men and women of the 71st Security Forces Squadron.

Maj. William Cannon, commander of the 71st SFS, likens his department to a small town police force, since the 66 men and women serving under him are responsible for the safety and security of some 5,000 military and civilian personnel in and around the base every day.

But small town police officers don't have millions of dollars of military aircraft and equipment to keep safe.

"We also have responsibility for securing the resources and assets out on the flight line, somewhere over 225 aircraft and over \$360 million in assets," said Cannon, a native of North Carolina and a 21-year Air Force veteran.

Some of the officers in the 71st SFS have four legs and cold noses. Vance has four military working dogs, some trained to detect narcotics and others trained in explosive detection.

The 71st SFS has exclusive jurisdiction on most of the base, with the exception of base housing. There the jurisdiction is shared with Enid Police Department, just one example of the working relationship between Vance security and local law enforcement agencies.

Rick West, Enid's chief of police, is the unit's honorary commander. Civilian law enforcement officers often engage in friendly competitions at the Vance firing range, and there are examples of joint training.

"Our emergency services team, which is still in its infancy here, has done some training with the Enid SWAT team," said Cannon.

Vance has no jail facilities but has an agreement with the EPD to house prisoners in the city lockup.



Airman 1st Class Mike Gibbons salutes as an officer drives by Hairston Gate into Vance Air Force Base. (Staff Photo by JOE RICKETS)

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Vance's 71st Security Forces Squadron on guard, Con't.

The relationship between the city and Vance security forces came into play in December, when Enid police officers found a package suspected to contain explosives. The Vance security forces were contacted and responded with a dog trained in explosives detection.

"It turned out to be nothing, but that's a capability that they (EPD) don't currently have," said Cannon.

Cannon calls Vance a "gated community," of sorts, with access restricted to Air Force personnel and their family members, civilian employees of the various contractors that provide services on the base and invited guests.

There are five different levels of base security, known as Force Protection Conditions, or FPCON - Normal, Alpha, Bravo, Charlie and Delta. Normal is the lowest level, Delta the highest.

Right after the terrorist attacks of Sept. 11, 2001, Vance was elevated to FPCON Delta.

"That means that there's an imminent threat of terrorist activity," said Cannon.

Crime is not much of a problem on the base, Cannon said, but traffic violations are.

"There's not a significant criminal problem at all," said Cannon. "Most of ours is traffic enforcement. The flip side of that is perimeter security, the focus on anti-terrorism and taking measures to mitigate any threats to the installation and our folks here."

Drunk driving is a problem addressed from the first day student pilots begin their training at Vance. To help combat drunk driving by base personnel, Tech Sgt. Donald Theademan, superintendent of security forces administration at Vance, started a program called Vance Against Drunk Driving, or VADD. Under the program, volunteers make themselves available as designated drivers.

"We have cellular phones and they can call us anytime," said Theademan. "In 2002 we gave over 60 rides."

"We let the students know there is an outlet," Cannon said, "if you go get stupid they will go get you anywhere in town and take you home. That has a positive impact, obviously, even if we only take one drunk driver off the road."

The interaction between Vance's security officers and the rest of the members of Team Vance can be negative but often is positive.

On Halloween night, for example, the 71st SFS sends volunteers to the base housing area to keep trick-or-treaters safe. Last Halloween some parents became separated from their 7-year-old.

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Vance's 71st Security Forces Squadron on guard, Con't.

"Because we had people out there walking around housing, we found the 7-year-old, took him to a safe location and eventually tracked down his parents and reunited them with their child," said Cannon. "The 7-year-old wasn't too concerned, but the parents were obviously frantic. Those kind of stories make it worthwhile."

In July 2001, a 7-month-old child became locked in a hot car. After unsuccessfully trying to open the door, Staff Sgt. Joseph Pack broke the car window and rescued the child.

"Those are the kind of things we like to focus on," said Cannon.

Members of the 71st SFS know practically every inch of Vance, but also must be prepared to do their jobs in some unfamiliar places. Last September through December, 13 members of the SFS were deployed to the Middle East.

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AETC Bases News Clips

Altus AFB, OK



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Smallpox vaccinations begin for some airmen

ALTUS AFB-- As we continue in the global war on terrorism, new threats such as the possible spread of smallpox require a new measure of force protection.

"The health and safety of our people, especially those at great risk, are our top concerns," said Col. Jacqueline Hale, 97th Medical Group commander. "Military missions must go on, regardless if a biological weapon such as smallpox is used."

Concern that terrorist organizations or governments hostile to the United States might use the virus as a bioweapon led to the government's reinstatement of smallpox vaccinations for selected people. This includes some medical personnel and others on certain mobility assignments. Under the Air Force smallpox vaccination implementation plan, some civilian employees and contractors will also be vaccinated. Other U.S. forces will be vaccinated depending upon circumstances.

Air Force officials said that while the plan calls for people to be vaccinated before deploying to high-threat areas, non-vaccination does not necessarily preclude mobilization, since the vaccine may be successfully administered up to four days after exposure.

According to medical officials, the smallpox vac-

virus. People cannot contract smallpox from the vaccine.

"Smallpox vaccinations are given in a single dose, usually in the nondominant deltoid muscle (left upper arm for right-handed people, and vice versa). Revaccination is recommended every 10 years," said Maj. Todd Poindexter, 97th MDG chief of professional services.

"The first Air Force people to be vaccinated will be medical people and designated forces that constitute specific mission-critical capabilities," said Major Poindexter. Several Altus medics have already been vaccinated and trained in detection and care of potential reactions. They will be responsible for administering the vaccine and follow-on care of the vaccination site.

"Each individual will be carefully screened before the vaccine is administered," said Major Poindexter. "There are several circumstances when members will not receive the vaccine; however, if an outbreak of smallpox occurred, almost all personnel would be inoculated."

"It is also important that people receiving the vaccine take the time to consider the medical condition of others in their household as they go through the screening process," Major Poindexter said.

effects," said Lt. Col. (Dr.) Kelly Woodward, chief of preventive medicine at the Air Force Medical Operations Agency. "Many people can expect to have minor side effects, such as feeling achy, low-grade fever, headache and itching at the injection site."

"Special precautions will be taken for people inoculated at Altus AFB to prevent any possible contamination," said Major Poindexter. "Anyone getting the vaccine will receive a briefing on expected reactions and possible adverse events. Once a member has been inoculated, it is essential that he or she follow guidance given by the medics."

Each person who receives the vaccine will get instructions for care of the inoculation area. If someone develops a reaction that concerns him or her, they are asked to call the clinic for a same day appointment or if after duty hours, go to the Jackson County Memorial Hospital emergency room for evaluation.

"The vaccine is a prudent, logical course of action to ensure preparedness," Colonel Hale said. "The best way to ensure our airmen are protected and can continue their missions is to vaccinate them before an attack."

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'Dollar rides'

By: Jeff Mullin, Senior Writer

February 08, 2003



Second Lt. Justin Clemenson attaches his flight helmets face mask to a Scot Tester, which verifies its correct functions and ensures a good face seal, prior to flight training in a T-38 jet. (Staff Photo by JOE RICK)

Pilots in training get behind controls of newer, faster jets at Vance.

Shifting from the aging T-37 jet to the practically brand new T-1, say some of the pilots of Joint Specialized Undergraduate Pilot Training Class 03-11 who recently have made the transition, is like trading in a '57 Chevy for a brand new Corvette.

Their classmates who have segued from the "Tweet" to the T-38 offer a different analogy.

"It's a '69 'Vette," said 2nd Lt. Justin Clemenson.

"A Shelby Cobra," said 2nd Lt. Shane Terry.

'Part of a crew'

Just as the aircraft in which they are training have gotten faster and more sophisticated, the learning curve has gotten steeper for the members of Class 03-11 in the early stages of the final phase of their training at Vance Air Force Base.

The pilots in the tanker-airlift track, now training in the T-1, went back to the classroom before they climbed back into the cockpit.

"In the T-37s we had about six weeks ground training, with the T-1 we have about three weeks ground training," said Capt.

Roland Tsui. "Unlike the T-38 guys, we went back to the classroom and have been sitting at the computer. The difference between the two setups is primarily because there's so much more systems stuff to learn compared to the T-38."

One of the milestones for pilots learning to fly the T-37 is their first solo flight. But in the T-1, pilots must fly as a team.

"Now there's more emphasis on the fact you're part of a crew," said 2nd Lt. William Daggett. "We can carry all the publications about the aircraft, all the publications, all the training orders and all that. We can reference them as long as the plane isn't on fire or plummeting toward the earth. It's just kind of a different outlook on things."

The T-1 is the military version of a corporate jet, and, as such, is far more technologically advanced than the 1950s-era T-37.

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Pilots in training get behind controls of newer, faster jets at Vance, Con't.

"It's like starting at the foot of the mountain again," said Daggett. "It's like the first day when we hit Tweets, they give you 12 inches of books and say, 'All right, come back next week with all this memorized.'

"After six months it got to the point where you felt pretty comfortable in the plane. Now its just starting back at square one. 'OK, here's 24 inches of books,' because the plane is 30 years newer."

"Most guys, the first time they light the entire cockpit up with all those lights, it's just like looking at a Christmas tree," said Tsui. "Little by little you learn what each one does, but it's a lot compared to the Tweet."

'A lot more intense'

The students in the fighter-bomber track, who are now training in the T-38, have been handed their own stack of books and told to memorize them. The emphasis, they said, has changed from them being taught to being expected to learn on their own.

"When we flew T-37s they were teaching us how to fly, and we had so much to learn about just general flying," said Terry. "Here we have the background, and so they hold pretty high expectations. We are expected to progress a lot faster. It's not spoon-fed to you as much as it is in T-37s."

The atmosphere in the flight room has changed along with the expectations.

"It's a lot more intense in the flight room," said Clemenson. "We're not joking around nearly as much. There's a lot of noses in the books."

"What was good enough before is just marginal now," said 2nd Lt. David "Kees" Allamandola. "I feel the instructors talk to me more as a person, versus a student."

The seriousness in the flight room may be a reflection of the mission for which these students are training.

"In two years we're going to be wingman to the same instructor pilots who are teaching us now," said Terry. "They will be relying on us to use what they taught us."

You have to think ahead

When the T-1 students were still a week shy of their "dollar rides," or their first flight in their new aircraft, their classmates in the T-38 had already been in the jet once or twice. Students are expected to give their instructors a dollar commemorating the flight after their first ride in their new aircraft.

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Pilots in training get behind controls of newer, faster jets at Vance, Con't.

The initial flight in the T-38 is known as the "50-cent ride," because the students are riding in the back seat of the jet.

"But we still give them a dollar for it," said Clemenson.

The T-38's top speed is 812 mph, compared to 315 for the T-37. Thus, everything is happening faster now for the T-38 students.

"You have to think ahead a lot more about what's coming up next and be ready for it," said 2nd Lt. Kevin McGlone.

'Misery in a box'

While the T-1 students were going back to the books, the fledgling T-38 pilots were going for a spin - literally. They were taken to Fresno, Calif., to experience a centrifuge that subjected their bodies to forces several times the force of gravity.

"It was misery in a box," said Terry of the experience of being spun to simulate the forces pilots experience in high-performance aircraft.

"It's just supposed to let you feel what it's like to have higher Gs on your body," said McGlone.

"You are pretty much fighting for consciousness the entire time," said Clemenson.

All the students came away from the experience with a new appreciation for the stresses placed on the bodies of pilots in the F-16, for example. They also brought home souvenirs. They all experienced "geezles," or tiny red spots of blood forced to the surface of the skin when capillaries burst due to the force of the centrifuge. The condition resembles measles.

"It's like little red marks all over your skin," said Allamandola.

Despite a less than enjoyable experience in the centrifuge, the T-38 pilots all said their new jet is a joy to fly.

"It's a fun jet to fly," said Clemenson.

Next: The hard work continues.

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AETC Bases News Clips

LUKE AFB, AZ



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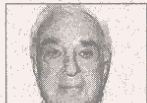
Luke base gives us power to deter tyrants of world

I live in the northwestern sector of the "existing notification zone." Luke aircraft — and others — fly over my home in Sun Village in Surprise several times a week on their climb to a higher altitude. The noise level varies, but it's always loud to very loud. Nonetheless, neither my wife nor I give a single hoot. The noise passes in a couple of seconds, and as far as I know, no harm or damage is done or has been reported.

Why are we so laid-back? Well, for one reason, we're senior citizens who were adults when WWII started, and we recall the sad condition of our military forces and equipment on Dec. 7, 1941. We got pretty well banged up at Pearl Harbor and the Philippines, and only God knows how many of our early-in-the-war casualties were attributable to old/no equipment, poor training, and virtually total unpreparedness for war. With Hitler, Mussolini and Hirohito invading, at their leisure, other European countries, the Far East and North Africa, torturing, killing, and lording over their conquests, the U.S. and its allies finally teamed up and commenced fighting back. We must not let such casualties happen again.

The messages are: Let's not close Luke Air Force Base. Let's intelligently prepare for hostilities, stay prepared, and respond promptly. Look at today's media. Fighting, threats, terrorists, casualties, etc., account for much of the news. Our best ally, England, is ready, willing and able to partner with us (and

MY TURN



MEL BERKOWITZ

hopefully, other true allies) to stave off dictators and wannabe copycats. Let's thank them and encourage others to join.

Considering the present world situation, what we need is increased enlistments, expanded training, the manufacturing of more, and more effective weapons, and smarter, earlier planning. We, the civilians, need to start practicing rationing and learning to live somewhat more austere in order to back our government and fighting personnel. If we and our allies have real muscle and exhibit it, perhaps we can stop the madmen.

Finally, most of us love peace and tranquility, but not at any cost! We will not let ourselves be slaves or worse sorts of casualties simply because of bullies with big, murderous ambitions. Let's not be irrational peaceniks.

I am a decorated combat veteran of WWII & Korea, and with 20 years of service with the USAF. I believe that war — with very rare exception — is mankind's ultimate idiocy.

Mel Berkowitz is a retired member of the Air Force. He lives in Surprise. The views expressed are those of the author.

Honored to have Luke

Hats off to Ronnie Gaskill of Surprise for his letter to the editor on Saturday ("Noise of jets is freedom's ring"). I, too, live in the flight path of Luke Air Force Base and, like Mr. Gaskill, I take comfort in its nearness. So do a few others — that is, when they aren't busy whining about the noise.

It seems I recall a few years ago that Buckeye city officials claimed, "Except for their protection, we get no benefit from Luke." That greed-induced comment was certainly tested recently when an ultra-light pilot was forced to land at Buckeye Municipal Airport for questioning due to his thoughtless flight over the Palo Verde Nuclear Generating Station. Granted, it was handled by the Sheriff's Office, but you can bet the folks at Luke were paying attention.

As I go about my daily activities, fearing the call that tells me my son has been deployed to Lord-knows-where, I thank God there are people like Mr. Gaskill whose common sense and selflessness make it a little easier to bear.

If not for people like him and a little thing called honor, I'd call my son home in a heartbeat because the rest probably aren't worth it.

Kaeryn E. Lapsley
Waddell

ANOTHER VIEW

BLAKE CARLSON



Arizona Republic
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AETC Bases News Clips

KEESLER AFB, MS



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Posted on Sat, Feb. 08, 2003

THE SUN HERALD

Local agencies tighten security

Higher alert could cause delays around bases
THE SUN HERALD

Some federal facilities and law enforcement agencies in South Mississippi turned security up a notch Friday when Washington raised the terror alert from yellow to orange, but for the most part it was business as usual.

Federal installations

Stennis Space Center, which hosts more than 30 tenant agencies and companies, shifted from Force Protection Condition level Alpha to Bravo at noon Friday.

Changes at the Hancock County center: unbadged vendors, unannounced official visitors and guests will have to be escorted. There will also be more random vehicle checks.

The StenniSphere will remain open.

In Biloxi, Keesler Air Force Base remained at Force Protection Condition Alpha, the mid-range alert for the base.

Military police and guards have been checking credentials of all who enter the base for several months.

"We're remaining vigilant," said Capt. Morshe Araujo, director of public affairs for the 81st Training Wing. "I can't get into specifics because of the security of the base."

In Gulfport, the Naval Construction Battalion Center is in a "state of heightened awareness," said Jean Remley with the base's public affairs office. She would not discuss any specifics.

Law enforcement, emergency

Police officials say a higher state of alert at military installations could cause heavy traffic delays, particularly around Keesler.

"The last time Keesler had a '100 percent ID check,' it caused a major bottleneck on U.S. 90 around White Avenue and backed up traffic from Forest Avenue on the Back Bay to up along Interstate 110," Biloxi Police Maj. Charles Britt said.

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KEESLER AFB, MS



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Local agencies tighten security, Con't.

Law enforcement, emergency, Con't.

Military officials in Gulfport and Pascagoula hadn't contacted area police about any special traffic concerns as of late Friday afternoon. Law enforcement officials across Harrison and Jackson counties had little to say about any precautions they're taking.

"The main thing for the public to remember is there's no reason for anyone to panic at this point," said Jackson County Sheriff Mike Byrd. "We've upgraded our security but what we're doing really isn't for the public to know."

One ambulance service, American Medical Response, said its personnel, under the orange alert, "are required to keep vehicles locked and secured, and there's a heightened sense of awareness," said Chris Cirillo, director of operations.

Pascagoula Fire Department Chief Robert O'Sullivan said, "We are in our normal operational mode, nothing above our normal state of readiness."

Air and sea

Bruce Frallic, executive director of Gulfport-Biloxi International Airport, said travelers won't notice much under the orange alert.

"We're setting up our plans to start monitoring vehicles around the terminal," he said. It will also mean more personnel will be involved in security.

Don Allee, executive director of the Mississippi State Port at Gulfport, said he was notified by the Department of Justice about the change in security at 1:46 p.m. Friday. Allee is a member of a federal anti-terrorism program coordinated among U.S. ports.

Businesses

Business at Beau Rivage will remain the same.

"No events will be canceled, or restaurants or any part of the facility is going to close," said spokesman Bruce Nourse.

Security will be more visible at the casino and employees are being asked to report anything out of the ordinary to their supervisors, Nourse said.

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KEESLER AFB, MS



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Local agencies tighten security, Con't

Businesses, Con't.

The Dupont plant in DeLisle said it is taking extra measures, but it does not discuss details. The company said that additional checks would be made on vehicles coming into the plant.

Bill Glenn, manager of communications at Northrop Grumman Ingalls, said, "We continue to maintain a high alert."

Steve Renfro, ChevronTexaco spokesman, said, "We increased security following the 9-11 terrorist attacks and we've remained at a heightened state of alert ever since."

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KEESLER AFB, MS



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Posted on Mon, Feb. 10, 2003

THE SUN HERALD

Keesler specialists will be deployed

By MARGARET BAKER
THE SUN HERALD

BILOXI - Keesler Air Force Base's 403rd Wing learned Sunday that a small group of airmen specializing in civil engineering and trained to fight biological, chemical and nuclear warfare are expected to join other military personnel in the anticipated war with Iraq.

Keesler officials would not say Sunday how many airmen were being deployed but said that information will be released some time today. Keesler Air Force Base Lt. Tim Smith said the airmen currently scheduled for deployment will start packing and preparing today.

"That's all I can say right now," he said.

The latest deployment is among a host statewide, with about 2,000 Army National Guard Reservists already mobilized. The deployments are coming much faster this month as talk thickens about war with Iraq. Last week, 750 of the total 2,000 reservists from Mississippi were called to duty.

Stone County residents are preparing for the departure of an estimated 27 reservists deployed last week and expected to leave some time Wednesday. The Stone County group is a part of the Mississippi Army National Guard Detachment 1, Company C, 890th Engineer-Combat Battalion in Wiggins.

Stone County Supervisor Jill Walters said the county has planned a 5 p.m. prayer service and send-off party tonight at the Mississippi Army National Guard headquarters at 141 East Central Ave. in Wiggins. For details about the service, call supervisors at (601) 928-5266.

Walters said the prayer service and party are an opportunity for residents to show their appreciation to the men and women who serve the country.

"We really want people to come out and support them at this service," she said. "We want them to know we are thinking about them and praying for them."

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LUKE AFB, AZ



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Goodyear to vote on Duncan farm

Would buy 44 acres for \$3.5 million to settle claim

By David Madrid
and Marty Sauerzopf
The Arizona Republic

GOODYEAR — For Kathleen and Arnott Duncan, owners of the popular Duncan Family Farms, Monday could be a new beginning as Goodyear considers buying their farm for \$3.5 million.

The Goodyear City Council, which meets at 6 p.m. at 986 S. Litchfield Road, will vote on whether to purchase the 44 acres at Indian School Road and Cotton Lane by paying the Duncans in three payments: an initial payment of \$1.5 million, followed a year later by another \$1 million, and ending with another million dollars on the second year after close of escrow.

Goodyear spokeswoman Paula Ilardo said the money for the Duncan purchase would come from a planned \$6 million bond issue for parks and open space. The first payment will be made from the city's general fund, which will be reimbursed when the bonds are issued in a few months, Ilardo said.

Over the next two years, the

city will likely "try to seek financial participation from other sources," such as the federal government, to help cover the costs of the settlement, Ilardo said.

The Duncans had originally filed a claim seeking \$6.2 million from the city.

Under the proposed agreement, the Duncans will try to find property in Goodyear to start another agricultural business, but that is not a requirement.

Arnott Duncan said the business will be in Goodyear and the Duncans are already working on starting a community farm, though he said it is too early in the discussions to give out more information.

"What it would allow for is a program in the city of Goodyear that's got a very strong educational component, and a really big part of it would be getting the community involved in a small community farm that would involve either you-pick-type opportunities or farmers market opportunities," he said.

The Duncans were prepared to sue the city because it approved the opening, opera-

tion and expansion of the farm while never informing the farmers they were in the Luke Air Force Base accident potential zone.

The farm was shut down permanently in October after the base informed the Duncans that their farm, which drew more than 200,000 visitors since it opened, was in an unsafe location because F-16s with live arms increasingly fly over the land.

Goodyear says one reason it considered a settlement with the Duncans was to prevent the possibility of litigation involving Luke while base closures are planned for 2005. Base protectors fear that issues such as encroachment, noise complaints and lawsuits could land Luke on the closure list.

Arnott Duncan said that the farmers would continue to farm the 2,000 acres they lease, some of which is in the accident-potential zone.

"We're going to show up Monday night and we hope a lot of people will be there, and we're hoping to be there to thank the city of Goodyear for stepping up and taking care of

Duncan Family Farms timeline

- April 1992: Duncan Family Farms opens its doors to the public for tours and programs.
- October 1992: First Pumpkin Festival is held.
- February 2002: The Duncans receive a copy of an e-mail from Luke to the Dysart Unified School District superintendent stating that the farm is in an accident potential zone and is unsafe for students.
- March 2002: Duncans cancel all scheduled parties and group events for the rest of the season.
- September 2002: The Duncans close their farm to all public activities except for the final Pumpkin Festival.
- October 2002: Last Pumpkin Festival is held and the farm is closed.
- Feb. 10: The Goodyear City Council to consider a \$3.5 million buyout of the farm.

this situation," Arnott Duncan said.

Reach the reporter at david.madrid@arizona-republic.com or (602) 444-6926.

Goodyear may buy out Duncan Farms, which shuttered its community operations because it was in the flight path of Luke Air Force Base, for \$3.5 million. If approved by the Goodyear City Council, the Duncans will remain in Goodyear and try to start another community-farm business at another location.

The Arizona Republic

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Altus AFB, OK



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Air Force photo by MSgt. Scott Johnson

Gift to Howard

Col. Mark R. Zamzow, commander, 97th Air Mobility Wing, presents a memento to at a recent town hall meeting to Bob Howard, outgoing Jackson County commissioner.

The Altus Times

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AETC Bases News Clips

Vance AFB OK



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Added challenges

By: Jeff Mullin, Senior Writer

February 08, 2003



Fatherhood to 'Fargo,' pilots make adjustments.

Editor's note: When this series began last June, we followed five student pilots from Joint Specialized Undergraduate Pilot Training Class 03-11. All but one of those pilots has left Class 03-11 for one reason or another. This month we introduce new pilots to the series.

The challenges facing the student pilots in the Joint Specialized Undergraduate Pilot Training program at Vance Air Force Base are largely universal.

The learning curve is steep, the classroom work is difficult, requiring hours of study. Learning to fly the aircraft itself is physically and mentally demanding.

But one student in Class 03-11 faces an added challenge - 2 a.m. feedings.

Second Lt. William Daggett, a native of Frazee, Minn., not only is a student in the T-1 program at Vance but is the proud father of the mascot of N Flight in the 32nd Flying Training Squadron, 7-month-old Will.

Second Lt. Justin Clemenson waits with his instructor pilot and other classmates from Joint Specialized Undergraduate Pilot Training Class 03-11 on the flight line for transport to their T-38 training jets. (Staff Photo by JOE RICKETS)

"Diapers and teething and getting sick, it makes it a little more interesting," said Daggett. "My wife has been pretty great about it."

Nelaina and Bill Daggett have known each other since high school but didn't begin dating until he was at the Air Force Academy. There are similarities, he said, between Frazee, a town with a population of 1,200 located an hour's drive east of Fargo, N.D., and Enid.

"We both really like the town," he said. "Everyone's really friendly, and our neighbors are great, so that's helped out a lot."

Daggett hopes to someday fly the C-21, the military version of a Learjet. Barring that, he wouldn't mind being assigned to remain at Vance as an instructor pilot.

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Fatherhood to 'Fargo,' pilots make adjustments, Con't.

"With a young son it would be nicer to be closer to him, as opposed to some friends who are active duty in C-17s or C-5s who are spending 300 days a year overseas," said Daggett. "It would be fun to stay here for a few years and teach, to be on the other side of things."

Second Lt. Shane Terry, 2nd Lt. Justin Clemenson and 2nd Lt. Kevin McGlone are in the opening weeks of training in the T-38.

Terry and McGlone are both California natives - Terry from San Francisco and McGlone from Laguna Hills - and both have been in the Air Force about six years.

Terry sweated through Class 03-11's track-select night in December when he was originally told he was assigned to learn to fly a UAV, or unmanned aerial vehicle. It wasn't until a few minutes later he learned the joke was on him, and he actually would continue his training in the T-38.

Clemenson is a member of the North Dakota Air National Guard. He hails from Fargo, even though he's never seen the movie of the same name.

"I saw part of it," he said. "I fell asleep or got angry, or something."

Whether or not he has seen the movie "Far-go" generally is the first question people ask when learning where Clem-enson is from.

"If they've seen the movie, that is," he said.

McGlone is a newcomer to Class 03-11, only recently moving to Vance from Naval Air Station Pensacola (Fla.), where he did the first phase of his training in the Navy's T-34 turboprop aircraft. The transition has caused a period of adjustment for McGlone.

"When they already knew the publications and the Air Force standards on doing things, we had to learn all of that stuff," McGlone said. "It's basic things like how to fill out a grade sheet. I don't know that it's really harder, there's just more little things we have to pay attention to now. It's taking a little bit more time to get used to."

Terry hopes someday to fly the A-10 "Thun-derbolt" or F-16 "Fighting Falcon." McGlone has his sights set on the A-10 or F-15 "Eagle," while Clemenson's National Guard unit flies the F-16.

Capt. Dave Casstevens, one of the original five members of Class 03-11 profiled in this series, is still on medical hold. He is undergoing physical therapy to try and alleviate the condition that causes numbness in his extremities when he is "pulling Gs," or experiencing forces greater than twice Earth's gravity, in an aircraft.

Second Lt. Dave Earhart, another former 03-11 class member, is now part of Class 03-12. He is training in the T-1 and is a member of 32nd Flying Training Squadron's O Flight.

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Posted on Sat, Feb. 08, 2003

THE SUN HERALD

Ethredge to pin on silver stars today

The 403rd Wing will mark history today.

Maj. Gen. John Bankers, Commander 22nd Air Force, will preside over an official ceremony witnessed by more than 1,000 men and women of the 403rd, as Col. Rick Ethredge becomes a brigadier general when his wife and son pin on his new silver stars.

Not too long ago, U.S. Rep. Gene Taylor, D-Miss., helped unveil a portrait of Maj. Gen. Harry J. Sands Jr., the first commander of the 403rd Wing. Sands was a pioneer of the Air Force's role in space exploration. A dashing and brilliant aviator, Sands survived ditching a fighter plane in the Pacific, where he commanded the 403rd Troop Carrier Group in 1942. The group participated in seven major campaigns during World War II.

Tired of watching vehicles disassembled to fit into cargo planes, Sands worked on some of the first aircraft modifications leading to the efficient cargo aircraft used today.

In the 1950s, he worked in the pilotless aircraft program, marking the start of the missile development program, and spent years in the Aircraft and Guided Missiles Section of the Air Research and Development Command. The general eventually moved to what is now the 45th Space Wing, working with space and aviation pioneers, including Howard Hughes.

Sands' wife told us that Hughes would wake the general in the middle of the night, sharing ideas for new rocket designs that would lead us to frontiers we could never imagine. During a tour of the Mercury Space Program, I was delightfully surprised to see an entire wall dedicated to Sands, noting his contribution to aviation pioneering.

Since World War II, the 403rd has participated in the Korean War, the Cuban Missile Crisis and in Vietnam flying gunships and forward air control aircraft. During the '70s, our wing flew tactical airlift and was one of the last units to leave Southeast Asia.

In 1976, we became the 403rd Aerospace Rescue and Recovery Wing, acquiring its weather reconnaissance mission the following year. Since then, our tactical unit, the Flying Jennies, has served worldwide in operations such as Volant Oak in Central and South America, Uphold Democracy and Restore Hope in Haiti, Provide Just Cause in Panama, Provide Promise in the Balkans and Desert Storm in Southwest Asia.

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BILOXI

Ethredge to pin on silver stars today, Con't.

The Hurricane Hunters, our numerous supporting groups, squadrons and flights that are wartime assets are also composed of men and women who are citizen airmen, working side by side with the Coast community. For more than 60 years, the 403rd Wing has proudly served its nation and has evolved into one of the most elite wings in the Air Force inventory.

Brig. Gen. Ethredge's pinning ceremony represents much more than one person earning a military rank. Those silver stars are part of a long line of airmen, men and women, who have diligently shaped air power into the global reach our nation employs today. Rightly so, our commander has elected to receive these stars among his troops during a drill weekend so we may all share in this milestone as a team.

Today, the 403rd Wing will add a few more stars to its brilliant history, celebrating a new leader and honoring those before him.

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Vance AFB OK



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Vote yes

February 09, 2003



Enid's financial future depends on bond issue, sales tax package.

Enid's voters will hold the city's future in their hands when they go to the polls Tuesday to vote on an \$18.8 million bond issue and quarter-cent sales tax, a fiscal package totaling \$32.3 million.

Let us, for the moment, put aside considerations of Vance Air Force Base and its possible fate. Given the fact Vance is Enid's largest employer with an annual financial impact of more than \$200 million, Vance is nearly impossible to ignore.

Our children are our future and they will be the direct recipients of \$27 million of the total \$32.3 million package voters will decide on Tuesday. There will be two bond issue questions on the ballot. One for \$16.7 million in school renovations and technology, and \$2.1 million for transportation. Another \$6.3 million earmarked for renovating Enid High would come from the proposed sales tax.

And children in the Enid schools won't be the only ones to benefit if the sales tax measure passes. The other six public school districts whose boundaries are at least partially within Enid's city limits will share \$2 million if the measure is approved.

Enid's school buildings are old. Our newest school, Hayes Elementary School, opened 40 years ago.

Longfellow Junior High students have been freezing this winter because of inadequate heating and broken windows. At Adams Elementary School, the carpeting is frayed, the sidewalk is cracked, the window air conditioning units are noisy and distracting. At Garfield there is cracked plaster and aging restroom facilities. At Hayes, overcrowding has forced music classes to be conducted in the school cafeteria. Coolidge students must walk between some of the school's six individual buildings in hallways that are not heated or air-conditioned. Hoover is plagued by poor insulation, McKinley students must eat their lunch in a portable building. Monroe has cracked windows and stained gymnasium floors. In school after school, the complaints are similar.

The bottom line is, our schools are badly in need of repair. We are asking our children to learn in conditions we wouldn't tolerate in our homes or businesses. We are asking them to get a 21st century education in schools that are below 20th century standards.

If the bond issues pass, property taxes would be raised 8 percent in the first year and 5 percent the second, then will remain at that level for eight years. If your property taxes are \$500 per year, it would be raised \$41.96 the first year. That means you would be paying \$3.50 more per month, or the cost of a fast

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food meal. If your taxes are \$1,000, your increase would be \$6.99 per month.

Our streets, which would benefit from \$5.3 million of the money generated by the quarter-cent sales tax, are always in need of maintenance. The tax would replace the quarter-cent sales tax for streets that expired Dec. 31.

There seems to be general agreement Enid needs to further diversify its economy. Good schools and streets are two factors companies consider when they are looking for a city in which to locate. They are also factors companies already in Enid look to when considering expansion.

Now, let's turn back to Vance a minute. In a report to the Enid City Commission last week, the Spectrum Group said approval of the \$25.1 million for Enid schools is the single most important action residents can take to strengthen the base's position when it comes under scrutiny by the Base Realignment and Closure Commission in 2005.

This is advice to Enid from an outside group that has experience in helping communities become stronger in maintaining their military bases. We cannot and should not take this advice lightly. Losing Vance would be a devastating blow to the economy of Enid and northwest Oklahoma, and the effects would be felt for years to come.

For our children, for our economy, for our streets, for our future, we feel a "yes" vote Tuesday on the bond issue and sales tax proposals is the only viable option.

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Fabric of their lives

By: Jeff Mullin, Senior Writer

February 08, 2003

'Caterpillars' grateful to Vance parachute shop.

Seemingly, nothing bugs the people who work in the Vance Air Force Base parachute shop.

They aren't even bothered by the caterpillars hanging on the wall of their shop.

The parachute shop crew, tasked with practically any job on the base involving cloth, is not being invaded by insects.

The caterpillars hanging on their wall, in fact, are a welcome sight.

The caterpillars in question are members of Vance Caterpillar Club. Its members are all pilots based at Vance who have ever been forced to parachute from their crippled aircraft. The oldest pictures on the wall are from 1943, the newest from 1993. The Caterpillar Club got its name because the parachutes, now made of nylon, used to be constructed of silk.

The parachute shop is understandably proud of the fact every pilot who has been forced to jump or eject from a Vance aircraft has survived.

"We have a 100 percent rating here," said Walter Jenkins, who has been a parachute rigger at Vance since 1971. "We've got a lot of people who have jumped. We've done well. If they ever need it, it's there for them."

The Vance parachute shop is responsible for all 633 parachutes used by T-37 and T-38 pilots at the base. Pilots in the T-1 don't wear a parachute.

Every 180 days, each parachute is unpacked, inspected and re-packed. Every piece of the parachute, from the canopy to the survival kit contained in every pack, is inspected.

The rip-stop nylon canopy is unpacked and stretched out on one of the long tables that dominate the shop's large main room.



Claudia Slowik airs the canopy of a chute just prior to packing it at Vance Air Force Bases parachute shop. (Staff Photo by PAUL RUTHERFORD)

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'Caterpillars' grateful to Vance parachute shop, Con't.

"You make sure none of the lines are crossed," said Jenkins. "That way they don't get any friction burns or anything."

Each parachute has 28 lines, 14 on each side, made of braided nylon. Each line will support up to 550 pounds

The parachutes worn by T-37 and T-38 pilots are the same, with the exception of the explosive cartridge that deploys the chute in case of an emergency. The T-37 chute will deploy in one second, while the T-38 parachute deploys in one quarter of a second. The difference is due to the different speed of the aircraft. T-37 chutes are designated with a small red flag, with a small yellow flag marking the T-38 parachutes.

Each parachute contains a small survival kit, containing 10 matches, four fire starters, one knife, two needles, a compass, steel wire and a pamphlet of survival tips. The pamphlet explains how the parachute canopy can be used for shelter, or how the lines can be used to snare small game. In all, there are three knives incorporated into the pack of each parachute. One is a hooked blade knife in one of the risers, which the pilot hangs on to as he glides to earth, that enables the pilot to cut the lines of his chute if he becomes tangled in a tree or power lines.

There is a radio beacon on each chute that sends signals to the Vance tower after a pilot ejects. There also are a strobe light, a mirror and a supplemental oxygen cylinder. The beacon is changed every 180 days.

"You've all kind of things to put back," said Jenkins of the task of re-packing a chute.

The chutes have an automatic release set to open at 14,000 feet, give or take 1,000 feet. Should the automatic release fail, there is a rip cord the pilot can pull to deploy the chute.

A canopy has a maximum life of 13 years after its date of manufacture, while the harness and rigging have a 10-year operative life. But some parachutes last longer than others.

"Some people can put on brand new clothes and wear them one time and get a hole in them," said Jenkins, a native of Kremlin. "Some people can wear them forever and just never get a hole in them. You always have to darn those holes up and everything."

Some 30 chutes a week come through the parachute shop for inspection and repacking. But the shop handles much more than just parachutes. The crew sews just about everything on the base that needs to be sewn, from crafting made-to-order tool bags for mechanics to putting Velcro on patches and name tags so the pilots can display them on their flight suits. The shop also puts Velcro and rank designations on the flight suits for each new student.

"Anything that involves material on this base, we sew it," said Jenkins. "So we're quite busy all the time."

The shop's biggest products are hail covers that are placed over the wings of the aircraft to protect them in case of bad weather. The 15-foot by 15-foot hail covers are three layers thick, with vinyl on top, two-inch thick batting in the middle and a woven plastic material not unlike the seat of a folding lawn chair on the bottom.

Enid News & Eagle

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AETC Bases News Clips

LUKE AFB, AZ



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Career Day speakers

(Above) Phoenix police officer Jason Schechterle speaks to children at St. John Vianney Catholic Church School in Goodyear Jan. 30 about the many crosses each person must bear through his life. Schechterle was badly burned March 26 2001, when his police car was struck from behind by another vehicle and burst into flames. An Avondale resident, the Phoenix officer was one of many speakers at the school's Career Day. (Right) Air Force social worker Sharon Gober leans in to hear one of the many questions asked of her at career day.



View photos by Audrey C. JohnsonMcCurdy

West Valley View
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AETC Bases News Clips

KEESLER AFB, MS



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Posted on Sat, Feb. 08, 2003

THE SUN HERALD

Airman charged in fatal accident had been demoted

By ROBIN FITZGERALD
THE SUN HERALD

GULFPORT - A Justice Court judge on Friday appointed an attorney to represent an airman charged with drunken driving and leaving the scene of an accident that turned fatal.

Tears welled up in the eyes of Michelle Kraft, 21, as she appeared in Judge Louise Ladner's courtroom at the Harrison County jail and explained that she can't afford a lawyer. She is charged in an accident on U.S. 90 late Tuesday that claimed the life of a pedestrian. Julian Knoles, 76, of Biloxi, died Wednesday.

Kraft, her ankles shackled, wore the red and white striped inmate uniform reserved for prisoners charged with violent crimes. Previously, she wore the stripes of a senior airman at Keesler Air Force Base. She was demoted to airman first class after a recent military conviction for distribution and wrongful use of ecstasy.

The medical technician, assigned to a surgical operation squadron at Keesler Medical Center, had just been released from confinement for the military drug charge when the traffic accident occurred. However, she does not face a second court-martial in connection with the drug charge, said Capt. Morshe Araujo, public affairs director for Keesler's 81st Training Wing.

Kraft received a bad conduct discharge for the drug conviction, but remains on active duty because the military justice system gives her an automatic appeal on the discharge, Araujo said. Kraft has been at Keesler for three years.

She remained jailed Friday on \$100,000 bond. A preliminary hearing may be scheduled Monday for a later date, court officials said.

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